AMENDMENT TO THE SPECIFICATION:

Please make the following change in the Abstract:

Method and device for reduction of a gas component in an exhaust gas flow of a combustion

engine (1) that is adapted for operation by a lean air/fuel mixture. An exhaust pipe (21) is

included for transport of the exhaust gas flow from the engine (1). A separation unit (22) is also

included that is arranged along the exhaust pipe (21), which separation unit (22) [[ahs]] has a

wall structure (32) of a material which provides separation of the gas component from the

exhaust gas flow by means of a selective passage of the gas component before other gas

components in the exhaust gas flow. The method provides for a reduction and a separation unit

that is intended to be utilized during such a reduction. An improved reduction of in particular

NO_x compounds from a so-called "lean-burn" engine is also provided.

Please add the following paragraph between paragraph [0031] and [0032]:

Fig. 6 shows an arrangement according to a fifth embodiment of the invention.

Please add the following text between paragraphs [0074] and [0075]:

A fifth embodiment of the invention is shown in Fig. 6. Fig. 6 is a slightly simplified

principal diagram of an engine system which essentially corresponds to what has been described

above, but which is intended for an engine 1 which is provided with a turbo-aggregate 36, which

in turn includes an exhaust gas operated turbine 37 and a compressor 38 by means of which

inflowing air is compressed. To this end, the turbine 37 and the compressor 38 are arranged on a

common axle 39 in a known manner, wherein the compressor 38 is operated by the turbine 37

that is in turn operated by the exhaust gases that flow from the engine 1. Moreover, the system

includes a so-called "intercooler" 40, by means of which the air, which has been fed through the

compressor 38 and to the engine 1, can be cooled.

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According to what is apparent from Fig. 6, the engine 1, via its exhaust pipe 21, is

connected with a separation unit 22 of the type as described with respect to Fig. 1. The exhaust

gases from the engine 1 are fed through the exhaust gas turbine 37 and further through the

separation unit 22. In a manner which has been described above the separation unit 22 is adapted

to separate a certain exhaust gas component, in this case NO_x. According to this embodiment, a

reduction agent is supplied separately from the exhaust gas flow that is emitted from the engine

1. More precisely, the reduction agent is taken from the vehicle's own fuel. To this end, conduit

28 is adapted for feeding fuel from fuel tank 7 to separation unit 22. Furthermore, along the

conduit 28, a special transformation unit 29, described above, is provided which is adapted for

treatment of the fuel, which is fed via the conduit 28 into a form that is suitable as a reduction

agent in the separation unit 22. In one embodiment, a connection to the surrounding atmosphere

is provided for supplying a carrier gas to the transformation unit as shown in reference numeral

28b.

A conduit 31 is also provided for returning exhaust gases to the engine. In one

embodiment, un-reduced NO_x is returned to the engine via conduit 31. In anther embodiment,

the reducing agent that has not reacted with the exhausted gases is returned to the engine. In

another embodiment, a combination of exhaust gases and unused reducing agent is returned

through conduit 31 to the engine.

Conduit 31 connects the separation unit 22 with inlet 2 of the engine. In this manner any

one of the exhaust gases described above can be returned to the intake side of the engine 1. This

is conducive to decreasing the amount of NO_x compounds that are formed in the engine.

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